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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Tadzhik SSR)

REPORT

SUBJECT City of Stalinabad:

DATE DISTR. **27 MAY 1959**

1. Motor Depot No. 2 (*+ bus routes*)
2. Sketch Map and Legend (*of Stalinabad*)

NO. PAGES 1

REFERENCES RD

DATE OF
INFO.

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DATE ACQ

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

report on Stalinabad /N 38-30, E 68-45/ which contains information on Motor Depot No. 2 and bus routes. A sketch of the layout of the depot, and a sketch map and legend of the city are also included.

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**ENCLOSURE ATTACHED
PLEASE ROUTE**

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STATE	<input checked="" type="checkbox"/>	ARMY	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>	AEC	<input checked="" type="checkbox"/>				
<small>(Note: Washington distribution indicated by "X"; Field distribution by "#".)</small>															

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In this Motor depot is located Fleet of motor vehicles of whole town (about 250 buses). It is not only buses for town traffic, but also for intertown trips. There are two types of buses: small and heavy buses. Small buses of type GAS-651 are build on the usual truck GAS-51. Small bus has 19 seats. These buses are painted ~~white~~ blue. There is no conductor, bus tickets are sold by bus driver. For entre and exit of passengers is provided one door only, this door is near the bus driver. The heavy buses of type SIL-155 have 25 seats. These buses are pale-yellow and have red lines lengthways. Conductors are provided. These buses are more comfortable and more beautiful, than buses of type GAS-651.

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Buses for town traffic look the same with buses for intertown trips. These buses are painted alike [redacted] In front above the front-glass and near-by the entrance door plates are placed, on which is written route of bus.

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bus-routes:

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- Route # 4, Severnyy Poselok - Shlagbaum (9 buses provided).
- Route - Severnyy Poselok - Aeroport (4 - 5 buses).
- Route - Main Post Office - Medical Institute (Medgorodok) - (5 buses)
- Route - Vingorodok - ? (6 buses).

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There are more town routes [redacted] Cost for trip from one stop station to the next stop station in the town - is 15 kop. Payment for the long distance is according tariff.

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intertown routes:

- Stalinabad - Varzob (Bus start at Dom Kultury - House of Culture)
- Stalinabad - Khanaka

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- Stalinabad - Kaktash (bus start from Movie-theatre named after Gorkiy)
- Stalinabad - Ordzhonikidze (bus start from 2-nd motor depot).
- Stalinabad - Kurgan-Tyube. " " " "
- Stalinabad - Kulyab. " " " "

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O
news

On Bus terminals for intertown routes are ticket-office (booking office) provided. Passengers bought tickets at these ticket-offices. On the way station tickets are sold by conductor or bus driver (if it is small bus).

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no documents are requested by buying tickets for intertown routed buses, even for buses going in the direction of State border (Kurgan-Tyube).

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news

Conductors and bus drivers, who are ~~selling~~ tickets to the passengers, all without any exception, are thieves. They sell to passengers already used tickets, and money for it they take to themselves. On heavy buses between the bus driver and conductor is some kind of agreement, part of "earned money" conductor gives to the bus driver, and bus driver does not betray him. Quarrels are very often between conductor and bus driver. When driver thinks he got not enough money from the conductor, he starts the quarrel. during the one day conductors of the buses steal about 150 rbls. (every one of them). In connection with this fact collection of the money is always not full, and motor depot as a rule can not fullfil its financial plan.

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Administration of the motor depot is well informed about these misuses, they try to ~~xxx~~ fight against them, they increase the number of controllers, but not with too much success, because conductors found contact with controllers also.

Controllers bribed by the conductors do not pay any attention to their misuses.

Buses filled up the tank on the town Fillup Station, which is located on the Street Krasnyh Partisan.

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By refuelling drivers must show their pass. In case of overdraft of gas drivers must pay for ~~the~~ own money (70 kop for one litre. If there is some gas left (and it is more often) drivers ~~sell~~ this gas to the owner of private cars, whose ~~names~~ of gas are very strictly limited.

For two small buses there are three drivers provided, for one heavy bus are two drivers provided. Besides there are brigade of drivers, who work on the buses whose drivers are sick, or are on the leave.

Salary of bus driver is about 800 rbls a month, salary of bus conductor is about 500 rbls a month. Majority of the bus drivers are of Russian nationality.

On the motor depot there are about 800 workers. Majority of them - drivers and conductors. The rest of workers are for repair, washing and other jobs.

Motor depot make only very small repairs. Mainly repair-workers are making inspection and preventive maintenance.

On the motor depot there are two different types of technical inspection:

- Technical inspection # 1 (has place at night, after buses came back to the depot)
- tighten of screwnuts, general inspection of motor, washing and cleaning inside.
- Technical inspection # 2. Change of motor oil, lubrication, cleaning of starter, check of brakes.

For the technical inspection # 2 bus has to stay in the motor depot the whole day. Bus driver has to take part in this type of technical inspection of his bus together with repair-workers.

From 250 buses belonged to the motor depot, 10% are constantly in repair.

In spite of fact that in Motor depot there are provided every thing needed for the ordinary and capital repairs, such as turnery workshops, autogenous welding, electric welding etc, buses needed ordinary repairs ~~only are send to the town~~ Stalinabad, ~~KEROV's plant~~ and buses needed capital repairs are to be send to the ~~town~~

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Tashkent by train.

But in general motor depot has ~~not enough~~ very poor equipment, for instance, in depot there are two or even one jack for lifting buses, usually inspection of buses has to be made under big pits, and in depot are about 20 pits.

Repair of cars belonged to the others Departments or to the private persons is never made by the motor depot. Only ~~exception~~ for cars arrived to Stalinabad from far and needed urgent repairs exception will be made, and then only if orders from Ministry of Transport and Roads are provided.

Approximately scheme of disposition of work buildings:

See report page 6.

Explanation to the scheme above. (Scheme on page 6).

1. Entrance-gate. There is only one entrance for buses. The same entrance use workers when they come to the motor depot.
2. One-storeyed ~~building~~ stone white building, where is located main office of the motor depot. It is not necessary to pass through the entrance-gate to be able to come into this building.
3. Room for conductors. To this room conductors have to bring the money collected during the work-day and give the money to the Cashier. In this room is also ~~xxx~~ store house for spare parts.
4. Forge shop.
5. ~~Workshop~~ Workshop for autogenous welding and electric welding.
6. Motor workshop.
7. Turnery.
8. Undressing room.
9. Accumulator Workshop (Repairs and charging of accumulators).
10. Refreshment room for workers.
11. Electric workshop (repair of electrical equipment).

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There are no garages in the motor depot, buses are parked on the yard. Area belonged to motor depot is 80 m ~~by 75 m~~ long and 75 m square. Entrance to the motor depot area is only with permit. Permits are to be exchanged every year, usually in December. The time of exchange of permits is announced in order of Chief of motor depot.

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Since December 1956 Tajik MIRZAKHANOV is Chief of motor depot.

Technical manager of motor depot is BELOUSOV Yakiv Prokopevich

Chairman of the Local trade-union committee BOKIN

Manager of garage YANKEVICH

Mechanicians on duty

1. TARAKANOV Aleksey

2. MUDRAK

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General facts about town Stalinabad.

In town takes place very intensive building of houses. But this building is along the main town road (Uliza Lenina), and in the area of Railway Station, and in the direction of airport. Outskirts of Stalinabad ~~is~~ as in former times ^{still} have small clay houses and very narrow streets: one car can pass with great difficulty only.

In year 1957 names of many streets were changed,

one street name of which has been changed: Uliza Karla Marxa is called now Uliza Bobo.

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Declaration for scheme on the page 9

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1. Poselok Severnyy.
2. Motor depot # 2.
3. Depot for trolley bus.
- O new* 4. Medical Institute (stony yellow three-storeyed building).
- O new* 5. Movie theatre "Molodezhnyy" ("Chavonon").
6. School town (Shkolnyy gorodok).
- O new* 7. Pedagogical Institute (two- or three-storeyed stony house).
8. 1-st Militsia District. Two-storeyed yellow building).
9. House of Culture. Three-storeyed yellow building.
10. Central Committee of Communist Party in Tadjikistan.
11. Department store "Luxe".
12. Place of Putovskiy.
13. Motor depot # 2.
14. Ministry White stone house.
15. Geological Department.
16. Town garden.
- O new* 17. Barbershop
18. Museum.
19. Editorial office of some news-paper.
20. Main Post Office (Gray two-storeyed building)
21. Presidium of the Supreme Soviet of the Tadzhidskaya SSR.
22. Town Soviet (white one-storeyed building).
23. Jeweller's shop.

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- O new* 24. Movie theatre named after Gorkiy, white two-storeyed building.
25. Khlopsavod

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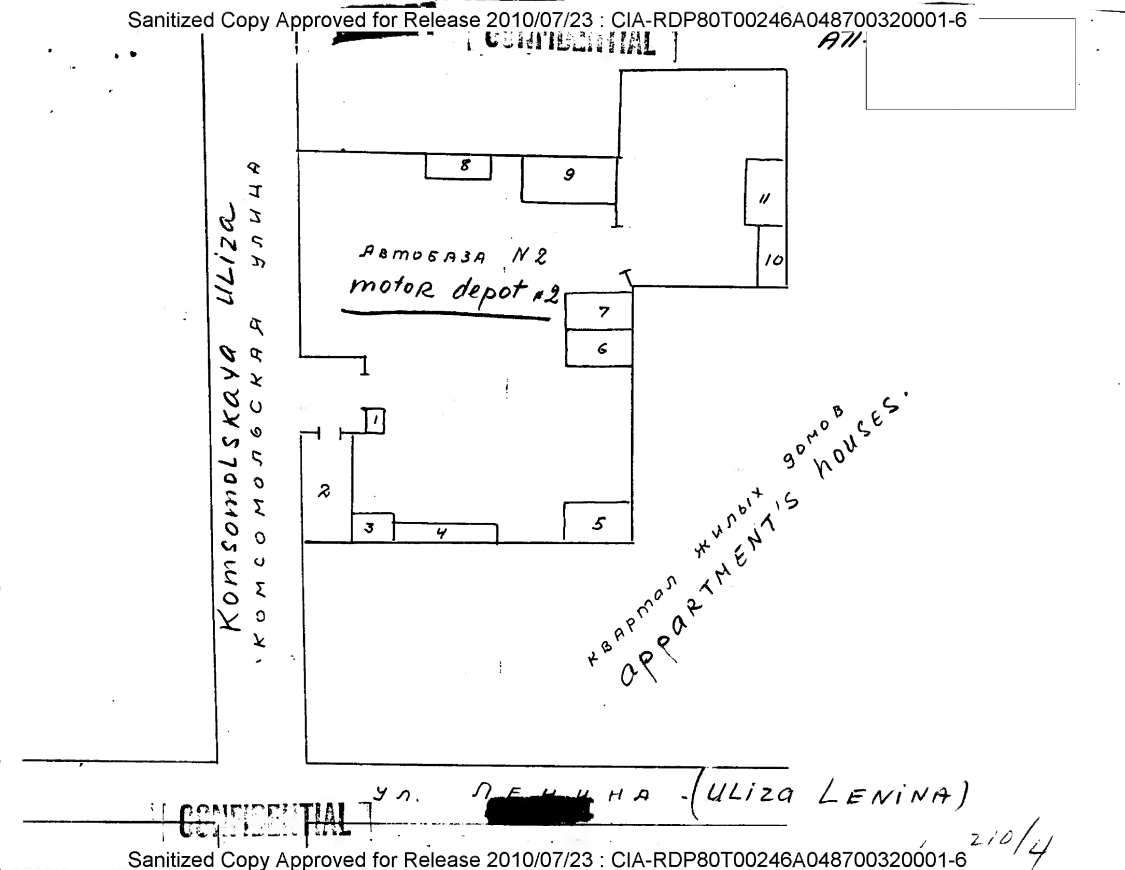
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26. Red Square Place. In this area is town market place located.
- O mas* 27. Theatre of Opera and Ballet named after Ajni.
- O mas* 28. Restaurant Vakhsh, two- or three-storeyed house.
29. Ministry, gray two-storeyed building.
30. Railway School. One-storeyed building
31. Food store "Gastronom".
- O mas* 32. Movie theatre "Vatan" yellow two-storeyed building.
33. Plant named after Kirov.
34. Bus terminal (for buses on rout from Shlagbaum - Poselok Severniy).
- O mas* 35. State Bank. Two-storeyed building.
36. Ministry of Internal Affairs, large three- or four-storeyed building.
37. Stadion "Dinamo".
38. Main Militsia Office and Car inspection Office.
39. Oil base
40. Airport
41. Taxi-base.

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2-nd Motor Depot.

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Many people called this motor depot also Fleet of motor vehicles. This depot is located on the Komsomolskaya Uliza in ^{one-storeyed} ~~one-story~~ buildings, builded from cement blocks. The territory of this depot is fenced by brick wall. Motor depot is under the control of Republican Ministry for Transport and Roads. (The head of this Ministry was one woman

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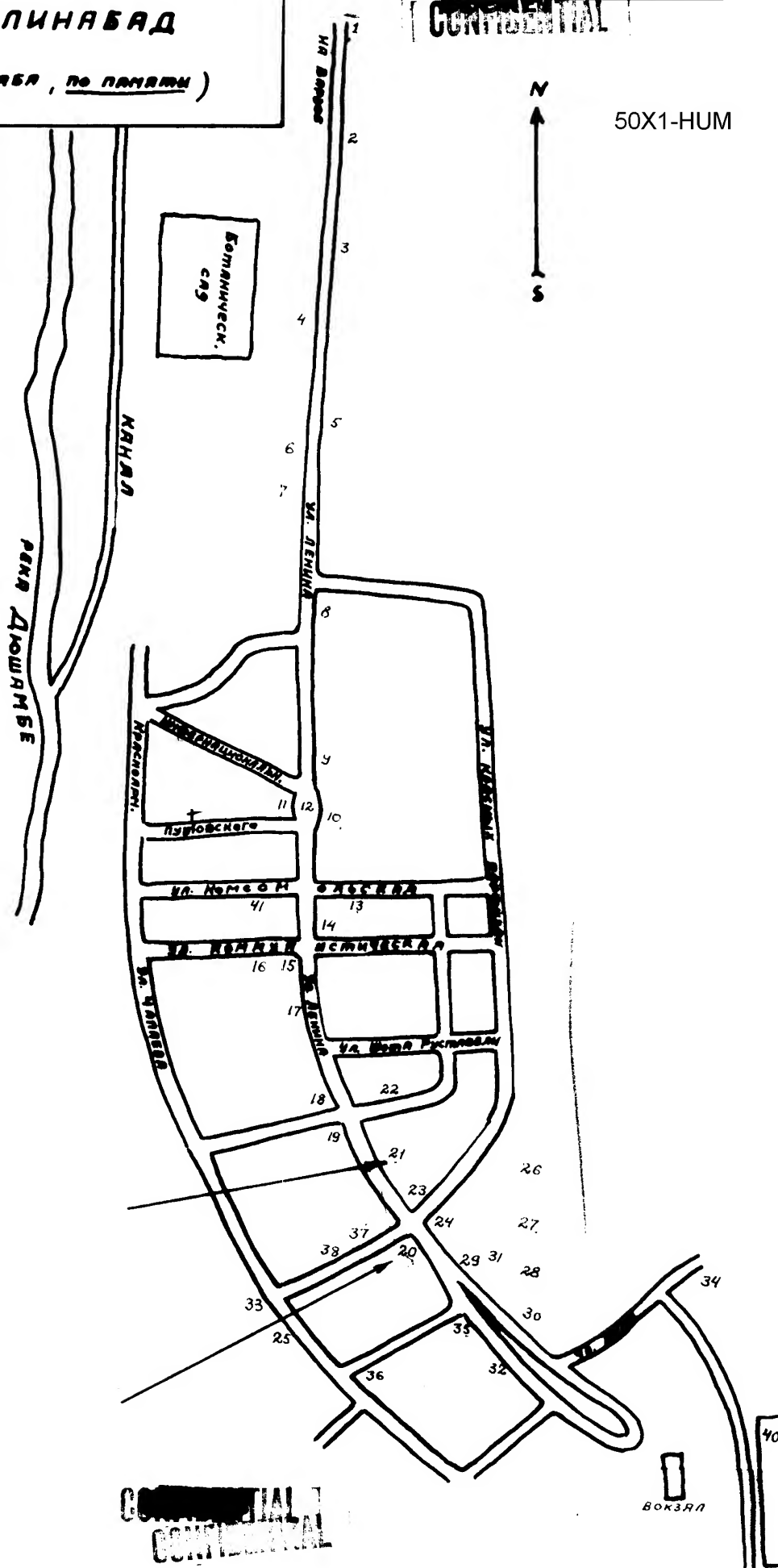
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ПЛАН ГОР. СТАЛИНАБАД

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